

Hypersonic Boundary-Layer Trip Development for Hyper-X

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Boundary-layer trip devices for the Hyper-X forebody have been experimentally examined in several wind tunnels. Five different trip configurations were compared in three hypersonic facilities: the NASA Langley Research Center 20-Inch Mach 6 Air and 31-Inch Mach 10 Air tunnels and in the HYPULSE Reflected Shock Tunnel at the General Applied Sciences Laboratory. Heat-transfer distributions, utilizing the phosphor thermography and thin-film techniques, shock system details, and surface streamline patterns were measured on a 0.333-scale model of the Hyper-X forebody. Parametric variations include angles of attack of 0, 2, and 4 deg; Reynolds numbers based on model length of 1.2×10^6 – 15.4×10^6 ; and inlet cowl door simulated in both open and closed positions. Comparisons of boundary-layer transition as a result of discrete roughness elements have led to the selection of a trip configuration for the Hyper-X Mach 7 flight vehicle.

Nomenclature

H	= enthalpy, BTU/lbm
h	= heat-transfer coefficient, $\text{lbm/ft}^2\text{-s}$; $= q/(H_{aw} - H_w)$ where $H_{aw} = H_{t2}$
h_{ref}	= reference coefficient using Fay–Riddell calculation at stagnation point of a sphere
k	= roughness element height, in.
L	= reference length of vehicle at the model scale (48.00 in.)
M	= Mach number
p	= pressure, psi
q	= heat-transfer rate, $\text{BTU/ft}^2\text{-s}$
R_n	= nose radius, in.
Re	= unit Reynolds number, 1/ft
Re_L	= Reynolds number based on body length
Re_θ	= momentum thickness Reynolds number
T	= temperature, °R
x	= longitudinal distance from the nose, in.
y	= lateral distance from the centerline, in.
z	= height above the waterline, in.
α	= model angle of attack, deg
δ	= boundary-layer thickness, in.

Subscripts

aw	= adiabatic wall
cr	= critical

e	= conditions at edge of the boundary layer
eff	= effective
inc	= incipient
$t1$	= reservoir conditions
$t2$	= stagnation conditions behind normal shock
w	= model surface
∞	= freestream static conditions

Introduction

NASA'S X-43 (Hyper-X) program will culminate with flight tests of an operational airframe-integrated scramjet propulsion system at hypersonic conditions. Program plans call for two flights at Mach 7 and one at Mach 10. Details about the flight and wind-tunnel test program can be found in Refs. 1–3. An artist's rendition of the X-43 vehicle in flight is provided in Fig. 1. This program will provide the first opportunity to obtain flight data on an autonomous hypersonic airbreathing propulsion system that is fully integrated with the vehicle airframe and will validate/calibrate the experimental, numerical, and analytical methods that were used for design and flight performance prediction. In an effort to reduce uncertainties associated with this cutting-edge technology maturation program prior to the first flight, a systematic and combined experimental and numerical approach has been utilized. This includes (but is not limited to) development of aerodynamic performance and aeroheating databases, verification of performance and operability of the propulsion-airframe integration, and establishment of a method for boundary-layer control. For instance, in order to provide the most robust scramjet propulsion system, the boundary layer approaching the scramjet inlet should be turbulent. Ingestion of a turbulent boundary layer increases inlet operability and therefore enhances overall engine performance. Based on the current knowledge of boundary-layer transition for slender, planar configurations at hypersonic flight conditions, an estimation of the location of natural transition on the Hyper-X forebody indicates that forced transition through the use of trip devices is required to ensure a turbulent boundary layer at the inlet for both Mach 7 and 10 flights. To develop boundary-layer trips for the Hyper-X vehicle, a wind-tunnel test program was initiated at the NASA Langley Research Center (LaRC).

Prior to the establishment of the Hyper-X program, preliminary experimental studies had been conducted to develop boundary-layer trip devices for the Hyflite and HySTP⁴ programs, which were also planned as subscale scramjet-engine flight tests. Although most of these results are still unpublished, a promising trip configuration was identified that effectively forced transition despite being smaller than the predicted boundary-layer thickness. These early experiments did

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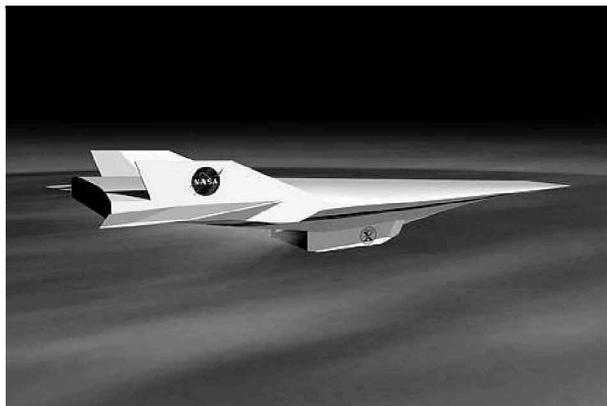
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Table 1 Hyper-X trip screening tests in NASA facilities

Year	Tunnel	Test	Runs	Description
1997	31-In. M-10	338	170	Phosphor and oil flow
1997	20-In. M-6	6755	61	Phosphor and schlieren
1998	20-In. M-6	6768	22	Oil flow
1998	31-In. M-10	346	20	Oil flow
1998	31-In. M-10	349	25	Phosphor with new trip
1998	31-In. M-10	351	19	Phosphor on closed cowl
1999	HYPULSE	—	28	Thin film and schlieren
1999	20-In. M-6	6791	10	Phosphor with new trip
1999	20-In. M-6	6793	11	Phosphor w/leading-edge roughness

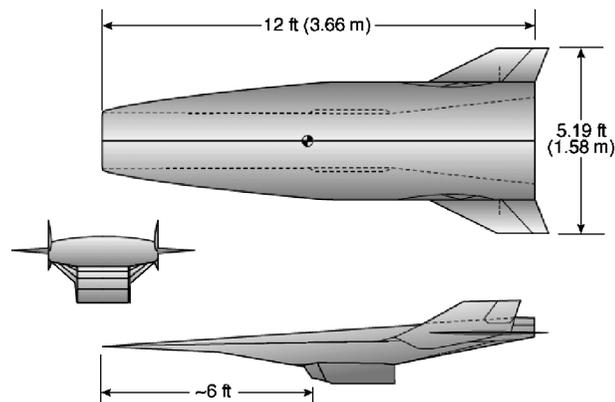
**Fig. 1 Hyper-X vehicle flying at test point.**

not attempt to optimize this trip configuration to further improve effectiveness or decrease trip drag. Thus, a trip optimization study was initiated for the Hyper-X program, whereby the original trip configuration became the benchmark with which to assess newer, potentially improved variations.

The trip screening testing sequence that has been completed to date is listed in Table 1. Testing has been conducted in the LaRC 20-Inch Mach 6 and 31-Inch Mach 10 tunnels, as well as the NASA HYPULSE facility at the General Applied Sciences Laboratory (GASL). The purpose of these tests was to compare various trip configurations for selection of a trip for the Hyper-X flight vehicle and to examine the effect of the discrete roughness elements on the aeroheating characteristics of the Hyper-X forebody. Based on preflight trajectory information, the flight Reynolds number Re_L , based on a forebody length of 6 ft, is approximately 5.5×10^6 at a freestream Mach number of 7. These conditions can be simulated in all three tunnels based on a model length of 28-in. (2.3-ft), which provides for a Re_L range on the order of 1.2×10^6 – 18.4×10^6 . Test techniques that were used include thermographic phosphors (provides images of the global surface heating), thin-film (provides a distributed array of discrete heat-transfer measurements), schlieren (provides detailed shock shapes), and oil flow (provides surface streamline information). Parametrics included in these tests, with the inlet cowl door simulated in both the open and closed positions, were the effect of angle of attack (α of 0, 2, and 4 deg), unit Reynolds number (Re between 0.5×10^6 and 6.7×10^6 /ft), and discrete roughness elements. The discrete roughness parametrics, which consisted of five configurations of various heights, were selected to provide guidelines for development of an efficient trip design for the Hyper-X flight vehicle. By virtue of the test being conducted in the different facilities, the parametrics also include the effect of Mach number (M_∞ of 6, 7.3, and 10) and total enthalpy (H_{t1} between 200 and 1000 BTU/lbm). The experimental data from both the LaRC 20-Inch Mach 6 Air and 31-Inch Mach 10 Air tunnels are presented in Refs. 5 and 6, whereas the HYPULSE data are reported in Ref. 7. This report presents an overview of the results from these three tunnels and details the methodology used for design of the trip for the Hyper-X Mach 7 flight vehicle.

Trip Design

As part of a fully integrated scramjet propulsion system, the Hyper-X vehicle windward forebody is designed to compress and

**Fig. 2 Hyper-X vehicle dimensions. Estimated length to natural transition onset based on $Re_\theta/M_e = 305$: over 9 ft for Mach 7 and 25 ft for Mach 10.**

process the flow going into the inlet. The windward forebody (Fig. 2) is approximately 6 ft long and is characterized by a thin leading edge ($R_n = 0.03$ -in.) and three flat ramps that provide a series of discrete, nonisentropic flow compressions for the engine. While flying at the nominal angle of attack of 2 deg, the first forebody ramp provides an initial 4.5 deg of compression, followed by the second ramp with an additional 5.5 deg, and finally the third ramp with the final 3 deg of additional compression. Outboard of the flat ramps are the chines, which are designed to minimize three-dimensional effects and flow spillage. Ideally, the forebody would also provide a turbulent boundary layer for the inlet. A full-scale scramjet-powered vehicle, such as the National Aerospace Plane (NASP) or a similar derivative, would likely have sufficient forebody length to provide a naturally turbulent boundary layer. Therefore, as a subscale vehicle, Hyper-X requires forced boundary-layer transition in order to properly scale the engine flight test results to a future full-scale vehicle. The primary emphasis for the trips is to provide a turbulent boundary layer for the inlet. A secondary concern is whether a laminar separation at the end of the first ramp will promote lateral spillage of the forebody boundary layer away from the inlet, potentially reducing the mass capture and affecting performance. An analysis of the Hyper-X forebody using the hypersonic boundary-layer transition criteria developed during the NASP program suggests that the vehicle forebody will remain laminar during the flight. (Although much of the NASP documentation is currently classified, the boundary-layer transition criteria⁸ developed during NASP are considered unclassified.) The results from this analysis are detailed in a Hyper-X technical note written by Dille.⁹ A boundary-layer code was used to compute laminar values of Re_θ/M_e for a sharp nose wedge with 4.5 deg of turning. The NASP sharp planar transition criterion of $Re_\theta/M_e = 305$ was used to estimate the onset of transition. For an initial assessment this sharp planar criterion was deemed acceptable, as nose bluntness has a stabilizing influence that would further delay transition onset.¹⁰ Based on this initial estimate, transition will not occur on the first ramp prior to the compression corner. In fact, over 200% more running length is required for transition to occur on the first ramp based on the accepted criterion, which is beyond the inlet. Thus, without some sort of flow tripping device the potential exists for a laminar separation at the first ramp break to generate some degree of lateral spillage. As for the question of transition prior to the inlet, the discrete compression corners will tend to promote transition, but to what extent is unclear. Very little ground-based experimental data are available to provide guidance on forced transition through the use of discrete compression corners and certainly less flight experience. To be conservative, the decision was made to force transition through the use of a passive (nonretractable) trip array on the first ramp to ensure, at the very least, turbulent flow into the inlet and also provide some flow spillage relief at the first ramp break.

The design of the Hyper-X trips was primarily predicated on empirical "rules-of-thumb" that were used to reduce the size of the experimental matrix. These rules-of-thumb were identified early in the formulation of this test program from an ad hoc hypersonic boundary-layer transition panel (see Acknowledgments). First, the empirical data suggested that the tripping mechanism most effective

in forcing hypersonic transition required the formation of stream-wise vorticity on a scale within the boundary layer. Thus, the strategy was to create a series of counter-rotating vortex pairs emanating from a spanwise mixer array, composed of numerous trip elements, essentially vortex generators (VG), that were moderately smaller than the boundary-layer height. Initial analysis of the candidate trip configurations determined that, because of their relatively small size, the associated drag penalty to the vehicle would be minimal.⁹ Furthermore, the placement of the array, downstream of the vehicle leading edge, was selected to be in the vicinity of a local Mach number M_e at the boundary-layer edge of less than four.¹¹ While M_e rises rapidly near the leading edge, the first forebody ramp provides a wide domain of acceptable edge conditions. For the Mach 7 vehicle the midpoint (roughly) on the first ramp was selected as a compromise between locations close to the leading edge where M_e would be less and locations away from the leading edge where the substructure would be thicker and could easily accommodate the trip insert.

The influence of freestream disturbances on boundary-layer transition, in particular the effect of tunnel noise on ground-based data, has been investigated for many years. Because of the adverse influence of tunnel noise, Ref. 12 concludes that transition measurements in conventional ground-test facilities are not reliable predictors of flight performance, except perhaps in special cases. This complicates the selection of a smooth-body boundary-layer transition criterion for hypersonic flight based on wind-tunnel data. Many researchers have reported that natural transition at hypersonic conditions appears to be dominated by the higher frequency disturbances (second-mode instabilities). Kendall¹³ and Owen et al.¹⁴ have investigated facility-induced noise effects on natural transition mechanisms (by varying tunnel fluctuation levels and employing different test facilities, respectively) and concluded that noise is less of a factor for the hypersonic regime. Indeed, Stetson¹⁵ has argued that conventional hypersonic wind tunnels can be considered effectively quiet, as most facilities generate acoustic disturbances of a much lower frequency than required to excite the dominant hypersonic instabilities. Whereas there may be merit to this argument, the fact remains that there is, as noted in Ref. 16, a wide disparity between natural transition Reynolds numbers from ground-based facilities and flight. Furthermore, the effect of moderate surface roughness on the ground-test data and the extrapolation of the results to the flight environment is even less well understood.^{12,17} However, Ref. 16 points out that trips that are large enough to cause transition onset at the roughness element ("effective" trips) are not significantly influenced by tunnel noise. Therefore, to minimize ground-based noise effects, the decision was made to test the trip concepts in several different facilities and to select the trip height that forces transition as close to the trip as possible.

Over the course of this experimental program, a total of five trip configurations, shown in Fig. 3, were tested and compared. Initially, only four trips were considered and were designated as Trip 1 for the original baseline and Trips 2a, 2b, and 3 for the new variations. However, late in the testing sequence a slight modification to the Trip 2b configuration was proposed and was designated as Trip 2c (shown in Fig. 3d). Trip 1, the "diamond" configuration, was based on prior experience during LaRC studies involving the Space Shuttle Orbiter,¹⁸ X-38 (Refs. 19 and 20), and X-33 (Ref. 21), as well as for the NASP,

Trip 2a

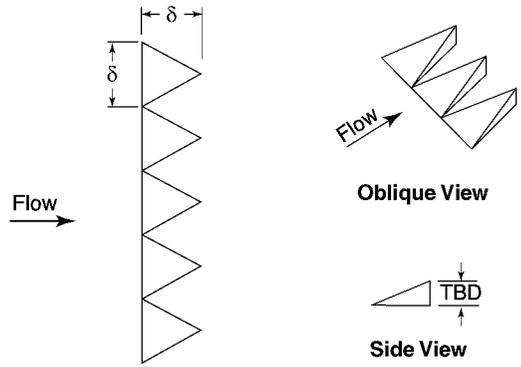


Fig. 3b Original boundary-layer trip configuration for screening, Trip 2a.

Trip 2b

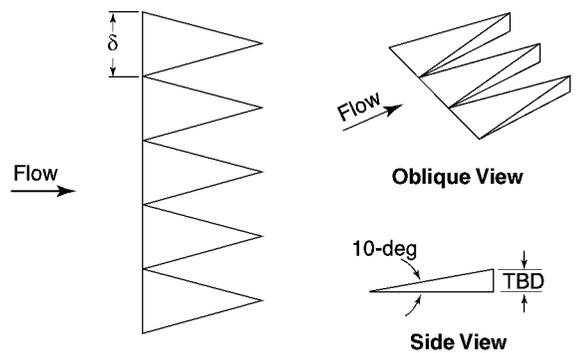


Fig. 3c Original boundary-layer trip configuration for screening, Trip 2b.

Trip 2c

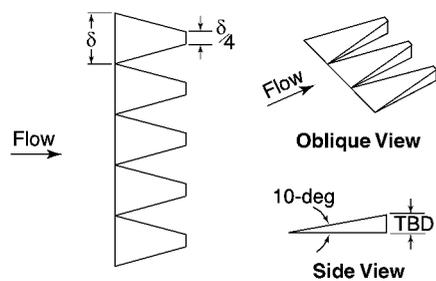


Fig. 3d Additional boundary-layer trip configuration for screening, Trip 2c.

Trip 3

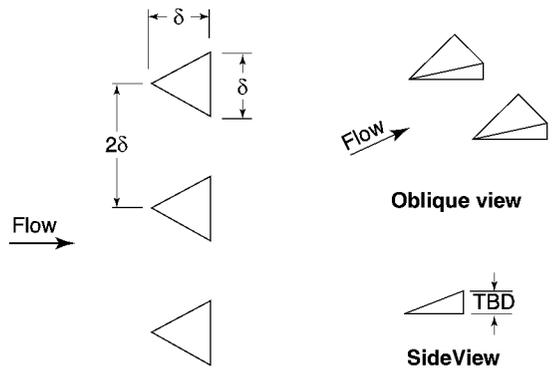


Fig. 3e Original boundary-layer trip configuration for screening, Trip 3.

Trip 1

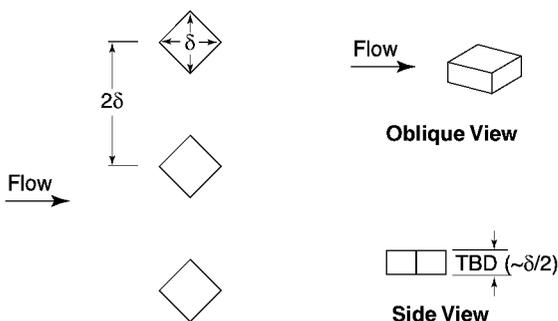


Fig. 3a Baseline boundary-layer trip configuration, Trip 1.

Hyflite, and HySTP programs (unpublished data; a pretest report for the HySTP test is provided in Ref. 4), and can be best described as a double wedge placed back to back forming a square with one of the corners pointing forward. In these previous studies this basic geometry has been shown to be a highly efficient VG and trip. Similar trip elements have been tested in the past. Hama^{22,23} used a row of single (triangular) wedges with one tip facing forward and the other tips touching the adjacent wedge and reported better forced-transition results than using spherical trips. Demetriades²⁴ also tested a single wedge, as well as other trip configurations, but used trip heights several times larger than the boundary-layer thickness. Unlike Demetriades's results, the diamond configuration has been shown to force transition, using heights smaller than the boundary-layer thickness. Unfortunately for the Hyper-X program, the diamond configuration had two potentially significant drawbacks that necessitated the current study. Vortices produced by the diamond configuration were rather strong and tended to persist well into the turbulent region (which could provide a nonuniform flowfield for the inlet and enhanced closed-door heating levels). Also, of concern was whether the blunt face of this trip configuration would contribute unnecessary drag and if the trip could be structurally designed for Mach 7 (and 10) flight conditions. The new configurations, all essentially swept ramps of different types, were selected as modifications to this original trip design with the intent of providing a vortex-generating trip as effective as Trip 1, but without the flow nonuniformity, trip drag, and structural concerns.

In summary, the trip configuration selected for the Mach 7 flight vehicle consists of a lateral VG array on the first ramp of the Hyper-X forebody. The overall dimension of an individual VG was selected to be on the order of the predicted boundary-layer thickness. Several trip configurations were experimentally examined to obtain the most efficient trip design for a given fraction of the forebody boundary-layer thickness. The trip screening process also assessed each unit-VG design for thermal survivability, trip drag, and the effect of the trip configuration on the potential heating to the closed cowl door during the ascent trajectory. Once a final trip configuration was selected, the experimental data were used to determine the appropriate scaling, with respect to the boundary-layer thickness, to ensure not only turbulent inflow into the inlet but also minimal forebody lateral flow spillage. Lastly, the trips were sized for the Mach 7 vehicle, using predictions of the boundary-layer thickness in flight, for a dispersion range of angles of attack ($\alpha = 2 \text{ deg} \pm 1 \text{ deg}$) and to account for uncertainties associated with wall temperature effects. Details of the actual trip configuration and geometry selected for the Mach 7 flight vehicle will be discussed in a subsequent section.

Experimental Methods

Test Facilities

The Hyper-X forebody model has been tested in both the 20-Inch Mach 6 Air and the 31-Inch Mach 10 Air Tunnels of the LaRC Aerothermodynamic Facilities Complex (AFC), as well as the NASA HYPULSE facility located at GASL, Inc., in Ronkonkoma, New York. The AFC facilities are conventional blowdown tunnels that use dried, heated, and filtered air as the test gas. Detailed descriptions of these facilities and their associated instrumentation are found in Refs. 25 and 26. HYPULSE is a short-duration hypervelocity facility that was originally operated at NASA LaRC as an expansion tube (see Ref. 27).

Typical operating conditions for the LaRC 20-Inch Mach 6 Air Tunnel are stagnation pressures ranging from 30 to 500 psia, stagnation temperatures from 410 to 500°F, and freestream unit Reynolds numbers of $0.5 \times 10^6/\text{ft}$ – $7.8 \times 10^6/\text{ft}$. A two-dimensional, contoured nozzle is used to provide a nominal freestream Mach number of 6. The test section is 20.5×20 in. A bottom-mounted model injection system inserts models from a sheltered position to the tunnel centerline in less than 0.5 s. Run times of up to 15 min are possible with this facility, although for typical heat-transfer and flow-visualization tests only a few seconds are required. Optical access to the model was viewed through a high-quality window on the top of the tunnel for phosphors and oil flow, while high-quality windows on the side provided schlieren access.

Typical operating conditions for the LaRC 31-Inch Mach 10 Air Tunnel are stagnation pressures ranging from 350 to 1450 psia

and a stagnation temperature on the order of 1350°F, which yields freestream unit Reynolds numbers of $0.5 \times 10^6/\text{ft}$ – $2.2 \times 10^6/\text{ft}$. The tunnel has a closed 31×31 -in. test section with a contoured three-dimensional water-cooled nozzle to provide a nominal Mach number of 10. A hydraulically operated side-mounted model injection mechanism injects the model into the flow in 0.6 s. The maximum run time for this facility is approximately 2 min; however, only 5 s of this time is typically required for transient heat-transfer tests. Optical access to the model mechanism for both phosphors and oil flow is viewed through a high-quality side window.

The NASA HYPULSE has been operated by GASL, Inc., since 1989 and was recommissioned in support of scramjet research during the NASP program. HYPULSE was initially run in the shock-expansion tunnel (SET) mode, producing hypervelocity flows that provided equivalent flight stagnation enthalpies ranging from Mach 12 to 25. Recently, the facility has been reconfigured to operate in a reflected-shock tunnel (RST) mode with a nozzle (2-in.-diam throat and 26.5-in.-diam exit plane) that expands the flow into a 7-ft-diam test section.²⁸ When operating in the RST mode, equivalent flight stagnation enthalpies in the Mach 5–12 range can be produced. Operation of HYPULSE in both the SET and RST modes is documented in Refs. 29–32. Typical test times for HYPULSE operated in a RST mode is on the order of 4 ms, which is roughly an order of magnitude greater than that achieved in a SET mode.

Test Techniques

A two-color, relative-intensity phosphor thermography system^{33–35} is currently being utilized for aeroheating tests in LaRC's AFC. References 19–21 and 36 are recent examples of the application of phosphor thermography to wind-tunnel testing. With this technique ceramic wind-tunnel models are fabricated and coated with phosphors that fluoresce in two regions of the visible spectrum when illuminated with ultraviolet light. The fluorescence intensity is dependent upon the amount of incident ultraviolet light and the local surface temperature of the phosphors. By acquiring fluorescence intensity images with a color video camera of an illuminated phosphor model exposed to flow in a wind tunnel, surface temperature mappings are calculated on the portions of the model that are in the field of view of the camera. A temperature calibration of the system conducted prior to the study provides the look-up tables that are used to convert the ratio of the green and red intensity images to global temperature mappings. With temperature images acquired at different times in a wind-tunnel run, global heat-transfer images are computed assuming one-dimensional heat conduction. The primary advantage of this technique is the global resolution of the quantitative heat-transfer data. Such data can be used to identify the heating footprint of complex, three-dimensional flow phenomena (e.g., transition fronts, turbulent wedges, boundary-layer vortices, etc.) that are difficult to resolve by discrete measurement techniques. Phosphor thermography is routinely used in Langley's hypersonic facilities because models can be fabricated more quickly and economically than other techniques, and the method provides quantitative global information. Recent comparisons of heat-transfer measurements obtained from phosphor thermography to conventional thin-film resistance gauges measurements³⁵ and to computational fluid dynamics (CFD) predictions^{20,36–39} have shown good agreement.

Flow-visualization techniques, in the form of schlieren and oil flow, were used to complement the surface heating tests. The LaRC 20-Inch Mach 6 Air Tunnel is equipped with a pulsed white-light, Z-pattern, single-pass schlieren system with a field of view encompassing the entire 20-in. test core. The LaRC 31-Inch Mach 10 Air Tunnel does not currently have a schlieren system. Reference 40 describes the HYPULSE schlieren system. The schlieren images from both the 20-Inch Mach 6 and HYPULSE tunnels were recorded with a high-resolution digital camera. Surface streamline patterns were obtained using the oil-flow technique. The metal model was spray painted black to enhance contrast with the white pigmented oils used to trace streamline movement. Surface streamline development was recorded with a conventional video camera, while postrun digital photographs were recorded with a high-resolution digital camera.

For the test conducted at HYPULSE, thin-film resistance gauges were used to provide the heat-transfer distributions. Thin-film

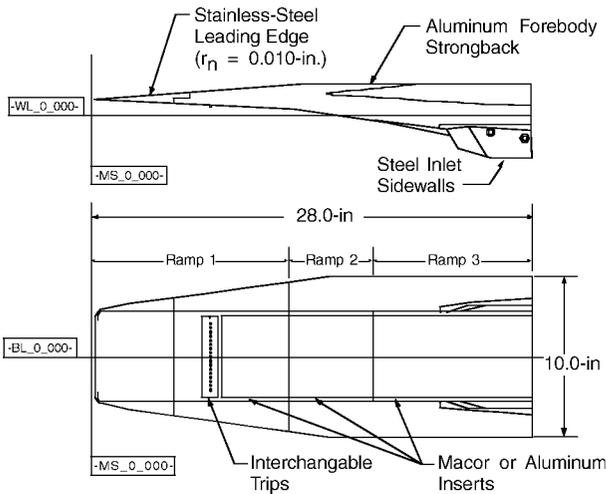


Fig. 4 Hyper-X forebody model dimensions.

gauges, constructed of nickel and copper deposited on a thin polyimide film and then bonded to the surface of model inserts (similar to the thin-film technique described in Ref. 41), were used to measure surface temperature time histories at roughly 140 locations over the Hyper-X forebody. These sensors were arranged in three length-wise rows, one on centerline and the others 1.5 in. on either side of centerline, as well as several spanwise rows to look for flow nonuniformity behind the trips. The polyimide film was 0.002 in. thick and, based on the test time (a few milliseconds), was thick enough to be treated as semi-infinite for data reduction purposes. The nickel sensors, 0.002 in. wide \times 0.100 in. long, were connected to nickel and copper leads, which were routed to the back side of the inserts and internally wired (within the model and support system) through to the facility connections.

Model Description

A sketch of the 33% scale Hyper-X forebody model is shown in Fig. 4. The chines of the forebody model were laterally truncated aft of the first ramp corner in order to minimize tunnel blockage and to isolate the model within the tunnel test core. A numerically controlled milling machine was used to build the forebody model with a detachable stainless-steel leading edge and interchangeable measurement surface inserts as well as various stainless-steel trip and inlet configurations. Although a majority of the forebody (the strongback) was constructed from aluminum to save weight, the leading edge was machined from stainless steel with a nose radius of 0.010 in. to allow replacement if damaged. The length of the leading edge was selected to be 5 in. in order to provide for adequate thickness for attachment to the aluminum strongback. The trip station was another 2.418 in. aft of the leading-edge attachment point (for a total length from the model leading edge of 7.418 in.). The interchangeable trip configurations were designed and sized based on the local flow properties at this forebody station. The remaining flat ramp sections were designed to accommodate both a Macor and an aluminum set of inserts. Macor is a machinable glass ceramic and is a registered trademark of Corning Inc. The engine inlet sidewalls were made of stainless steel and were designed to accommodate both open and closed engine cowl door configurations. The open configuration represents the forebody at test point with the engine cowl door in the operating position, although for the wind-tunnel model the cowl is removed to provide optical access to the internal flat ramp surface. Figure 5a is a photograph of the Hyper-X forebody model with the Macor inserts for the phosphor thermography testing in the open-cowl configuration. The closed configuration represents the forebody prior to test point with the engine cowl door in the blocked inlet position. This configuration was tested to investigate the heating effect of the trips on the closed cowl. Figure 5b is a photograph of the Hyper-X forebody model with the aluminum inserts for flow-visualization testing in the closed-cowl configuration.

Normally a cast ceramic process, which provides accurate replication of entire complex three-dimensional configurations, is used



Fig. 5a Photograph of 0.333-scale Hyper-X forebody model in the open-cowl configuration with Macor inserts for phosphor thermography testing.

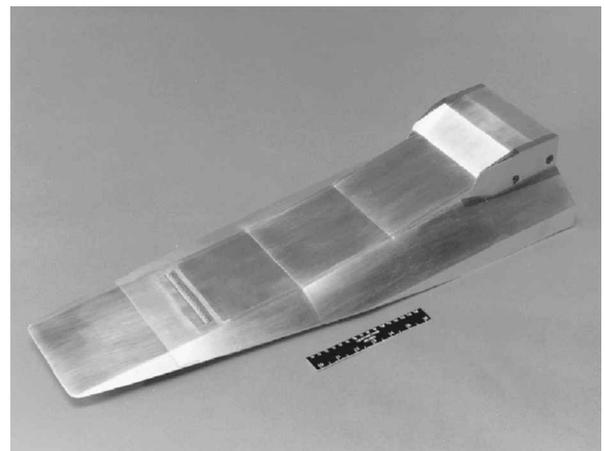


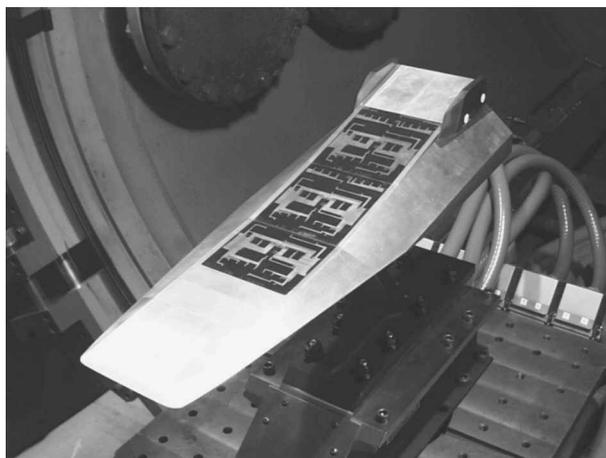
Fig. 5b Photograph of 0.333-scale Hyper-X forebody model in the closed-cowl configuration with metal inserts for flow-visualization testing.

to build phosphor thermography models. In this case precision metal machining was used in lieu of the casting process as a thin high-fidelity leading edge and interchangeable trip configurations were required. As the ramp sections behind the trip location were planar across a majority of the span, 0.25-in.-thick flat sheets of Macor were used for the phosphor substrate. The Macor substrates were coated with a mixture of phosphors suspended in a silica-based colloidal binder. This coating consisted of a 5:1 mixture of lanthanum oxysulfide ($\text{La}_2\text{O}_2\text{S}$) doped with trivalent europium and zinc cadmium sulfide (ZnCdS) doped with silver and nickel. The coatings typically do not require refurbishment between runs in the wind tunnel and are approximately 0.001 in. thick. The final step in the fabrication process was to apply fiducial marks along the body to assist in determining spatial locations accurately. The fiducial marks used for the present study were the joints between the Macor inserts, which correspond to the location of the ramp angle changes shown in the sketch in Fig. 4.

The five trip configurations were sized based on flow conditions for the 31-Inch Mach 10 Air Tunnel with the trip height k as the primary variable. Trip 1 (Fig. 3a) is a row of squares rotated 45 deg to the flow with spacing roughly equal to the width of each trip. This configuration was designed in two pieces with the trips protruding through holes in the base plate. Various thickness spacers provided the required variability in trip height. Trip 2a (Fig. 3b) and Trip 2b (Fig. 3c) are similar in concept, both essentially ramped wedges, where the wedge orientation is reversed from convention (wedge tip pointing aft) and the ramp starts at the model surface at the front of the trip and rises to the aft tip. These configurations generate half the number of vortices per unit-VG of Trip 1; thus, the spacing

Table 2 Nominal tunnel flow conditions

Tunnel	Re_∞ ($\times 10^6$ /ft)	M_∞	p_{t1} , psi	T_{t1} , $^\circ$ R	H_{t1} , BTU/lbm	p_{t2} , psi
20-In. Mach 6	2.2	6.0	125.5	906.6	218.2	3.8
31-In. Mach 10	2.2	9.9	1451.7	1808.1	454.8	4.5
HYPULSE	1.4	7.31	1994.3	3951.0	1079.4	18.6

**Fig. 6** Hyper-X forebody thin-film model installed in HYPULSE.

between the trips was removed in order to double the number of trips and vortices. The Trip 2a configuration held the length and width of the trip constrained so that the ramp angle increased as the trip height increased. The Trip 2b design held the width and ramp angle of the trip constrained so that the length of the trips increased as the trip height increased. Midway through the test series a modification to Trip 2b was suggested, which truncated the sharp aft end (thus providing a blunt base), and this trip design was designated as Trip 2c (Fig. 3d). The blunt base was selected to be one-fourth as wide as the leading edge and was hoped to provide for increased vortex strength. Trip 3 (Fig. 3e) is a conventional ramped wedge, which has a blunt base facing aft, that held the length and width of the trip constrained so that the ramp angle increased as the trip height increased. Because of the blunt base, the spacing for Trip 3 was the same as Trip 1. Six fixed heights ($k = 0.015, 0.030, 0.045, 0.060, 0.090,$ and 0.120 in.) were constructed for Trips 2a, 2b, 2c, and 3.

Figure 6 shows a photograph of the thin-film instrumented Hyper-X forebody model installed in HYPULSE. As shown in the figure, the three inserts representing the flat ramps prior to the inlet were each instrumented with a nearly identical pattern of gages, providing over 140 measurement locations. As stated earlier, the sensor leads, which are the most obvious features on each insert, were routed on the surface to the internal cavity of the model and then connected to the tunnel data acquisition system. Five sets of thin-film inserts were fabricated (15 total) for use during the test series. The inserts were periodically replaced (typically every four to five runs) as gauge performance was degraded from repeated exposure to posttest debris (material from the rupture of the tunnel diaphragms).

Test Conditions

Nominal reservoir stagnation and corresponding freestream flow conditions for the present study are presented in Table 2. Flow conditions for the 20-Inch Mach 6 Air and 31-Inch Mach 10 Air tunnels were based on measured reservoir pressures and temperatures and recent unpublished calibrations of the facilities. Flow conditions for HYPULSE were based on measured tube and reservoir pressures, shock speeds, and recent calibrations conducted with comparisons to computed nozzle conditions.

Data Reduction and Uncertainty

For the phosphor data, heating rates were calculated^{34,35} from the global surface temperature measurements using the one-dimensional semi-infinite solid heat-conduction equations. Phos-

phor system measurement error³⁵ is a function of the surface temperature of the model and is typically quoted as 8–10% for the 20-Inch Mach 6 tunnel and 7–10% for the 31-Inch Mach 10 tunnel, with overall experimental uncertainty of $\pm 15\%$. The slightly higher uncertainty for the 20-Inch Mach 6 is because of the relatively low-temperature driver of the facility that results in lower overall surface temperature rise during a typical tunnel run. As will be shown in subsequent images, a noticeable scatter in the Mach 6 heating images, as compared to similar Mach 10 images, is evidence of this increased error. Global heating images are presented in terms of the ratio of heat-transfer coefficients h/h_{ref} , where h_{ref} corresponds to the Fay and Ridell⁴² stagnation-point heating on a sphere with radius 4.0 in. (a 1-ft radius sphere scaled to the model size). Repeatability of centerline heat-transfer distributions was generally better than $\pm 4\%$.

For the thin-film data, heating rates were calculated from the individual temperature time histories using the one-dimensional semi-infinite solid heat-conduction equations, as discussed in Ref. 43. The sensors were calibrated prior to the test by placing the inserts in an oil bath that was slowly heated and cooled (over a range of temperatures to which the sensors would be exposed during a typical run) while the voltage across the sensors was monitored. The change of resistance of a sensor was assumed to be a linear function of temperature, which provides for a $\pm 3\%$ accuracy. Both model and facility data were sampled at 200 kHz for 20 ms. The voltage time histories were recorded and converted to temperature time histories, based on the preceding linear calibrations, and then integrated for each sensor to compute the heating rate. The heating rates presented were time averaged over a window of steady tunnel flow. For the current data this averaging window begins approximately 2 ms after the passage of the starting shock and has a 4-ms duration. Run-to-run repeatability, comparing heating rates from runs at the same flow conditions using the same thin-film inserts as well as different inserts, revealed nondimensional laminar heating rates to agree generally within $\pm 8\%$. Facility flow properties measured during the testing varied by less than $\pm 2\%$. Based on these considerations, the total uncertainty in the measured heating is believed to be better than $\pm 15\%$.

Computational Methods

CFD was used to support the various wind-tunnel tests and also to scale the selected trip design for the flight vehicle. As the lower forebody surface flowpath is intended to provide a nominally two-dimensional inflow into the scramjet inlet, only two-dimensional computations were performed. All computations assumed perfect gas chemistry. Pretest predictions of laminar and turbulent heating rates, based on nominal wind-tunnel flow conditions for the scaled forebody, were obtained from a boundary-layer code.⁴⁴ These predictions were used for quick comparison with the experimental data. Also, the boundary-layer code was used to estimate the effect of trajectory and wall temperature dispersions on scaling the final Mach 7 trips. A Navier–Stokes/parabolized Navier–Stokes approach with GASP⁴⁵ was also used to provide laminar and turbulent heating levels to estimate the onset of transition in the data and was in reasonable agreement with the boundary-layer results. The Baldwin–Lomax⁴⁶ turbulence model was used in the turbulent computations. The GASP solutions also provided estimates of the boundary-layer thickness and edge Mach number at the trip location. As shown in Fig. 3, the trip geometry is scaled by the local boundary-layer thickness. With a coupled inviscid/viscous solution, the boundary-layer edge is defined using the total enthalpy⁴⁷ based on the first point off the surface where the total enthalpy is 99.5% of its freestream value. This definition of boundary-layer edge is also used for scaling the selected trip configuration to the flight vehicle. The boundary-layer thickness δ and edge Mach number predictions M_e for the LaRC facilities and the HYPULSE RST are given in Table 3, along with the corresponding flight values of these parameters. The CFD solutions of the scaled model assumed a constant wall temperature of 540°R for the wind-tunnel tests as a result of the relatively short run times. However, the flight vehicles will have an axially varying wall temperature caused by the carbon-carbon leading edge and tungsten block forebody. This temperature variation has been modeled in the CFD for the flight cases.

Table 3 Calculated boundary-layer parameters at the trip location

Tunnel or flight	M_∞	Re_∞ ($\times 10^6$ /ft)	δ , in.	M_e
20-In. Mach 6	6.0	2.2	0.081	3.1
31-In. Mach 10	9.9	2.2	0.125	4.4
HYPULSE	7.3	1.4	0.075	4.2
Mach 7 flight	7.0	0.9	0.180	3.4
Mach 10 flight	10.0	0.6	0.283	4.5

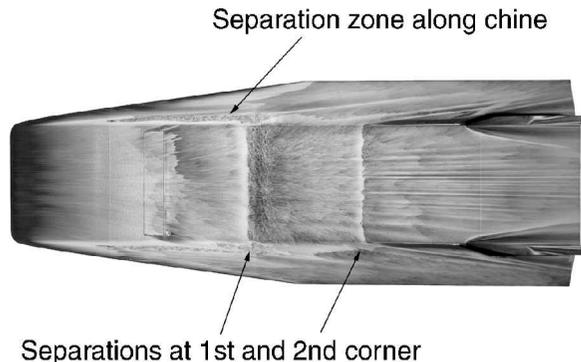


Fig. 7 Oil flow on Hyper-X forebody model without trips at Mach 6, $\alpha = 2$ deg and $Re = 2.2 \times 10^6$ /ft.

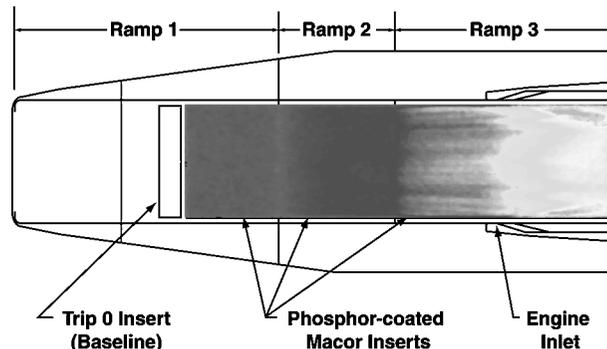


Fig. 9 Baseline phosphor heating image scaled to Hyper-X forebody model, Mach 10, $\alpha = 2$ deg, $Re = 2.2 \times 10^6$ /ft, and no trips.

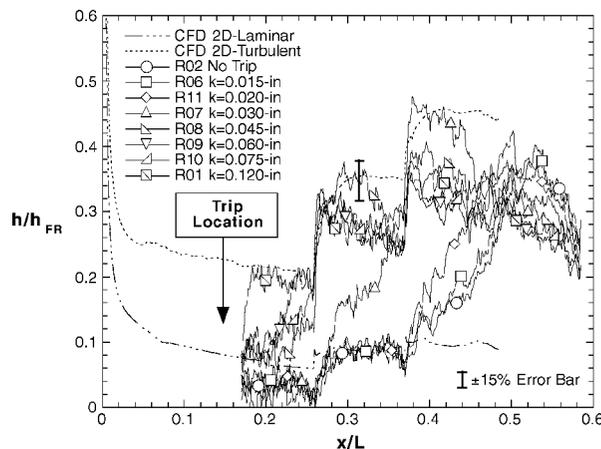


Fig. 10 Effect of trip height for Trip 1 on centerline heating profiles at Mach 6, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

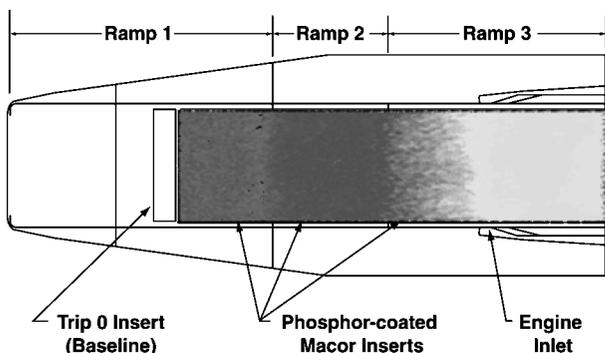


Fig. 8 Baseline phosphor heating image scaled to Hyper-X forebody model, Mach 6, $\alpha = 2$ deg, $Re = 2.2 \times 10^6$ /ft, and no trips.

Discussion of Results

Nine separate entries into three wind tunnels have been conducted over three years producing over 350 runs. Parametrics include the effect of angle of attack, Mach number, and Reynolds number for the five trip configurations with the inlet door simulated in both the open and closed configuration. To limit the scope of the present paper, the results to be presented will be for the wind-tunnel cases that most closely match the nominal Mach 7 flight case of $\alpha = 2$ deg, $Re_L = 5.6 \times 10^6$ with the inlet door simulated in the open position.

No-Trip Baseline

Figure 7 is a typical baseline (no-trip) oil-flow result showing surface streamlines and regions of separation on the Hyper-X forebody for Mach 6 and the nominal wind-tunnel condition of $\alpha = 2$ deg and $Re = 2.2 \times 10^6$ /ft. These results suggest a laminar boundary layer (which will be confirmed in a subsequent section) over most of the forebody as a result of the onset of separation just prior to the end of both the first and second ramps. These separated flow regions, which appear relatively two-dimensional over the width of the flat ramps, merge with a separated or low shear region, which run the length of the chines, to generate a chine vortex emanating from the compression ramp corners. Based on an analysis of Fig. 7 and other repeat oil flows, the surface streamlines indicate flow spillage off the flat ramps, with as little as one-third of the surface streamlines at the end of the first ramp being captured by the inlet. These results tend to support the earlier concerns regarding flow separations and mass capture. Oil-flow results obtained in the Mach 10 tunnel (not shown) were similar to those obtained at Mach 6. Figure 8 is a base-

line phosphor heating image for Mach 6 that has been scaled to fit within a sketch of the model, in order to illustrate the location of the phosphor-coated inserts. The heating results show the first two ramps to be laminar (as will be demonstrated subsequently with comparison to the computations), with transition onset occurring on the last ramp. Similar results are found for the nominal case in Mach 10, shown in Fig. 9. As discussed earlier, natural transition onset just prior to the end of the first ramp minimizes flow spillage and provides a turbulent boundary layer for the inlet. Thus, even in the noisy environment of conventional (nonquiet) hypersonic wind tunnels, forced transition via tripping is required at the nominal conditions.

Mach 6 Trips

For Trip 1 at Mach 6 and the baseline condition ($\alpha = 2$ deg and $Re = 2.2 \times 10^6$ /ft), the effect of increasing the trip height k provides a systematic forward movement of the onset of transition from just inside the inlet to the beginning of the Macor inserts, as shown in Fig. 10. The heating profiles are extracted from the phosphor data along the model centerline and compared to the laminar and turbulent GASP computations. The laminar data on the first ramp are slightly more than 20% lower than the laminar predictions, perhaps because of the very low temperature rise on the first ramp under laminar conditions. The turbulent data on the first ramp as well as the laminar data on the second ramp compare much more favorably to the predictions. The predictions are mainly intended for estimation of transition onset. The first trip height that, when compared to the no-trip case, just begins to affect the location of transition, the so-called incipient trip height, is $k = 0.015$ in. (The terminology used here is similar to the definitions used in Ref. 48. *Incipient* identifies the maximum roughness height that has little effect on the onset of transition. *Critical* identifies the roughness height that first begins to move transition rapidly toward the nose. *Effective* identifies the minimum roughness height that establishes transition onset just downstream of the roughness element.) By $k = 0.030$ in. a significant forward movement of transition (a critical value) onto

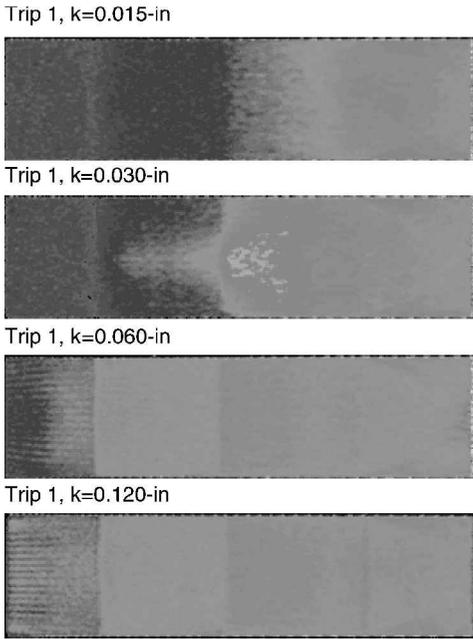


Fig. 11 Trip 1 phosphor heating images for various trip heights at Mach 6, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

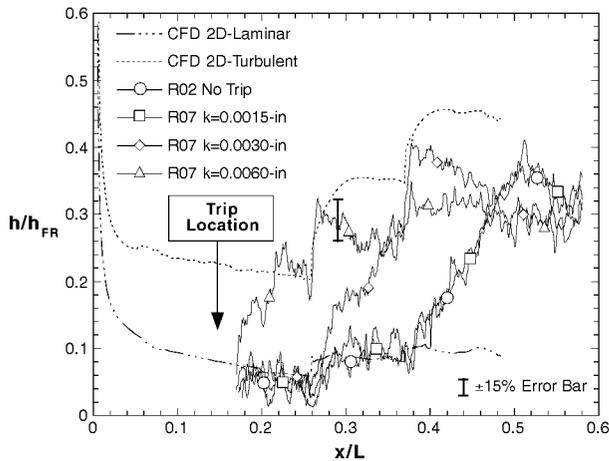


Fig. 12 Effect of trip height for Trip 2c on centerline heating profiles at Mach 6, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

Ramp 2 is evident. Increasing the trip height further, transition begins to appear on Ramp 1, providing an effective trip height of $k = 0.060$ in. By the largest trip height $k = 0.120$ in., fully turbulent conditions appear at the beginning of the Macor insert. Figure 11 provides representative heating images showing the global movement of transition and the streaks that represent the organized vorticity. Note the relative consistency of the vortices across the span of Ramps 1 and 2 and that the streaks appear to persist through the turbulent regions of Ramps 2 and 3. The results from Trip 3 (not shown) closely resembled Trip 1 in both effectiveness and strength of vortices. Using the calculated boundary-layer thickness for the Mach 6 tunnel (shown in Table 3), $(k/\delta)_{inc} = 0.185$, $(k/\delta)_{cr} = 0.37$, and $(k/\delta)_{eff} = 0.74$ are obtained.

Trips 2a, 2b, and 2c provided similar results as Trips 1 and 3 but without evidence of strongly organized vorticity in either the laminar or turbulent regions. Of the three, Trip 2c appeared to be the one that performed nearly as well as Trip 1 (although the differences between the three were very slight) and therefore will be shown. Figure 12 provides the effect of varying trip height for Trip 2c at Mach 6 for the nominal condition of $\alpha = 2$ deg and $Re = 2.2 \times 10^6$ /ft. Trip 2c has about the same values of incipient and critical trip heights as Trip 1. Also, for the largest trip height tested $k = 0.060$ in., the onset of transition for Trip 2c is about the same as shown for Trip 1. Figure 13 provides the global images for Trip 2c, which shows that

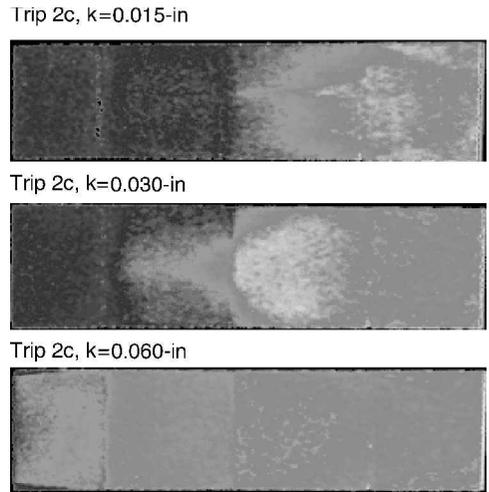


Fig. 13 Trip 2c phosphor heating images for various trip heights at Mach 6, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

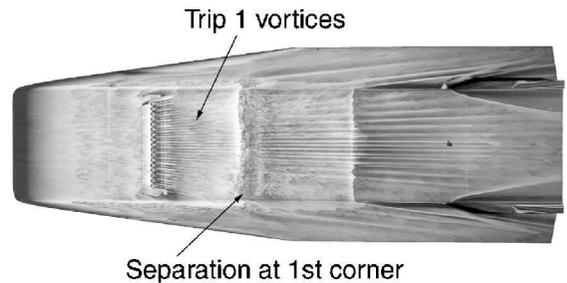


Fig. 14a Oil flow on Hyper-X forebody model at Mach 6 with Trip 1, $k = 0.030$ in., $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

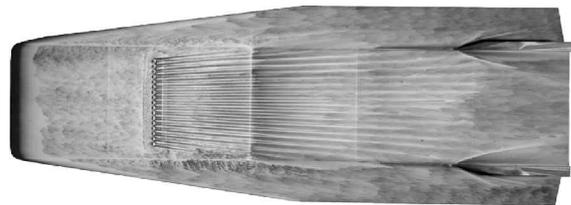


Fig. 14b Oil flow on Hyper-X forebody model at Mach 6 with Trip 1, $k = 0.060$ in., $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

the transition fronts are very similar to Trip 1 but without the strongly organized and persistent vorticity.

The oil-flow results are consistent with the trends provided by the phosphors. The addition of the trips to the forebody provides streamwise vorticity within the boundary layer that tends to diminish the separated regions at the end of the compression ramps. Figure 14 provides a comparison of the oil-flow results for two different trip heights with Trip 1 at Mach 6 and the nominal conditions. For $k = 0.030$ in. (Fig. 14a), the separation zone at the first ramp corner persists, while the second separation has been removed by the onset of transition on the second ramp. For $k = 0.060$ in. (Fig. 14b), the trip is now large enough to force transition onset to the first ramp (consistent with Fig. 10) and thus removes both separations. Unfortunately, oil flows have not been obtained for the Trip 2c configuration, but the results with Trip 2b showed similar results to those of Trip 1. Also, as the flow separations are removed, the surface streamlines indicate reduced spillage off the flat ramps (implying improved mass capture). The preceding observation regarding the inlet capture of only one-third of the surface streamlines on the end of the first flat ramp without trips appears to be improved to about one-half with trips. Keep in mind that these streamlines only indicate the flow direction near the surface. As the inlet ingests most of the trip vortices (with the exception of those generated by the two most outboard trips), the boundary layer must be traveling primarily in a streamwise direction. Thus the surface streamlines as generated

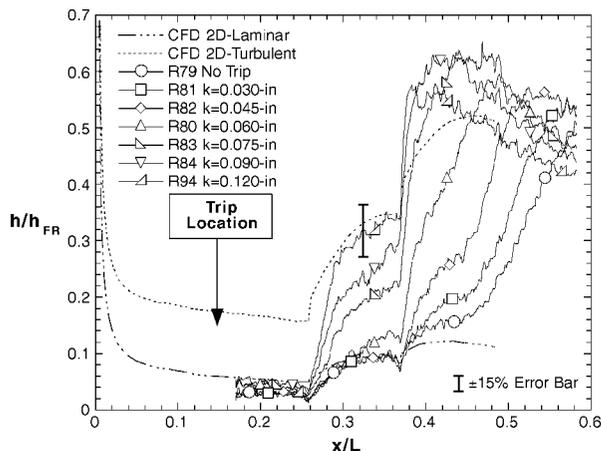


Fig. 15 Effect of trip height for Trip 1 on centerline heating profiles at Mach 10, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6/ft$.

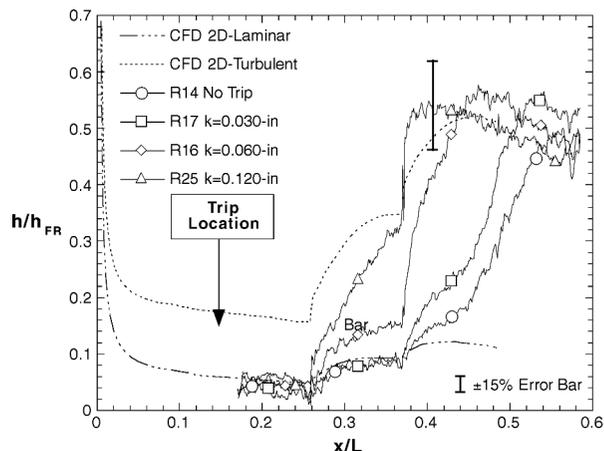


Fig. 17 Effect of trip height for Trip 2c on centerline heating profiles at Mach 10, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6/ft$.

Trip 1, $k=0.030$ -in



Trip 1, $k=0.060$ -in



Trip 1, $k=0.120$ -in



Fig. 16 Trip 1 phosphor heating images for various trip heights at Mach 10, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6/ft$.

by the oil-flow method cannot be considered a good indicator of the effective mass capture of an inlet.

Mach 10 Trips

For Trip 1 at Mach 10 and the nominal condition, the effect of increasing k also provides a steady forward movement of the onset of transition, as shown in Fig. 15. (Note that now the comparisons between the laminar experimental data and predictions are within the experimental uncertainty on the first ramp.) Unlike the Mach 6 results, however, the largest trip height only manages to force transition to the beginning of Ramp 2. The first trip height that just begins to affect the location of transition, the incipient trip height, is $k = 0.030$ in. By $k = 0.060$ in., a significant forward movement of transition (a critical value) onto Ramp 2 is evident. By the largest trip height $k = 0.120$ in., the onset of transition has moved to the beginning of Ramp 2. The effective value has not been reached for Mach 10 conditions, as transition onset has not moved to the beginning of the Macor insert. Figure 16 provides the representative heating images showing the global movement and organized vorticity. Again, note the relative consistency of the vortices across the span of Ramps 1 and 2 and that the streaks appear to persist through the turbulent regions of Ramps 2 and 3. Using the calculated boundary-layer thickness for the Mach 10 tunnel (Table 3), these results provide for $(k/\delta)_{inc} = 0.24$, $(k/\delta)_{cr} = 0.48$, and $(k/\delta)_{eff} > 1$.

At Mach 10, Trip 2c provided nearly as good forward movement of transition as Trip 1 and still showed no evidence of strongly organized vortices in either the laminar or turbulent regions. Figure 17 provides the effect of varying trip height for Trip 2c at Mach 10 and the nominal condition. The incipient and critical trip heights for Trip 2c appear to be the same as Trip 1. However, for the largest

Trip 2c, $k=0.030$ -in



Trip 2c, $k=0.60$ -in



Trip 2c, $k=0.120$ -in



Fig. 18 Trip 2c phosphor heating images for various trip heights at Mach 10, $\alpha = 2$ deg, and $Re = 2.2 \times 10^6/ft$.

trip height tested $k = 0.120$ in., the onset of transition for Trip 2c is slightly behind Trip 1. Figure 18 provides the global images for Trip 2c, which shows that the transition fronts are close to Trip 1 but, again, without the organized vorticity.

Figure 19 provides a comparison of the oil-flow results for two different trip heights for Trips 1 and 2b at Mach 10 for the nominal conditions. For Trip 1 at $k = 0.060$ in. (Fig. 19a), the separation zone at the first ramp corner persists, while the second separation has been removed by the onset of transition on the second ramp. For Trip 1 at $k = 0.120$ in. (Fig. 19b), the trip is now large enough to force transition onset near enough to the first ramp (as per Fig. 15) to remove both separations. For Trip 2b at $k = 0.060$ in. (Fig. 19c), the separations closely resemble the Trip 1 results for the same height. For Trip 2b at $k = 0.120$ in. (Fig. 19d), the trip is almost large enough to remove both separations. Unfortunately, oil flows have not been obtained for the Trip 2c configuration.

HYPULSE Trips

The HYPULSE test was conducted to not only provide transition data from a different type facility (and therefore a different noise environment), but also to investigate trip effectiveness at wind-tunnel conditions matching both the Mach number and enthalpy for the Mach 7 flight. Tests were conducted for a range of Reynolds numbers at both Mach 6.5 and 7.3, but only the Mach 7.3 results will be presented, as the tunnel flow conditions are more representative of the nominal Mach 7 flight condition. The highest Reynolds number at Mach 7.3 (which provided a matching Re_L to the Mach 7 flight) resulted in degraded performance for too many thin-film gauges per run, and so the decision was made to conduct a majority of the test at the moderate Reynolds-number condition of $Re = 1.4 \times 10^6/ft$.

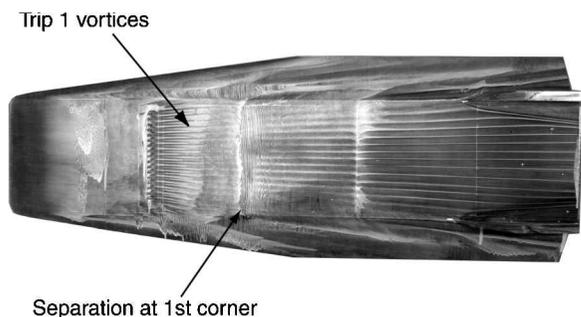


Fig. 19a Oil flow on Hyper-X forebody model at Mach 10 with Trip 1, $k = 0.060$ in., $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

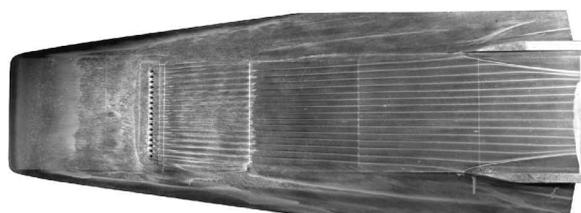


Fig. 19b Oil flow on Hyper-X forebody model at Mach 10 with Trip 1, $k = 0.120$ in., $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

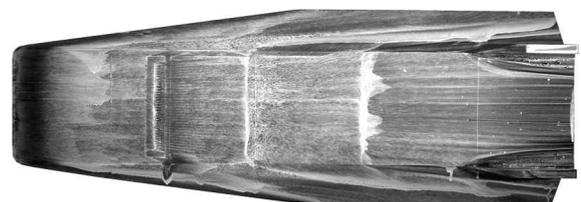


Fig. 19c Oil flow on Hyper-X forebody model at Mach 10 with Trip 2b, $k = 0.060$ in., $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.



Fig. 19d Oil flow on Hyper-X forebody model at Mach 10 with Trip 2b, $k = 0.120$ in., $\alpha = 2$ deg, and $Re = 2.2 \times 10^6$ /ft.

The effect of trip height for both Trips 1 and 2c for the HYPULSE nominal condition is shown in Fig. 20. The heating profiles are from the thin-film results along the model centerline and are compared to laminar and turbulent GASP computations, and they are within the experimental uncertainty. Both Trips 1 and 2c provide forced transition enhancement similar to the results obtained from the Mach 6 tunnel. Figure 21 shows a schlieren image at Mach 7 in HYPULSE for Trip 2c and $k = 0.030$ in. The strength of the shocks from the leading edge and ramp corners can be compared to the weak shock emanating from the trip. Based on these results and the calculated boundary-layer thickness for HYPULSE (Table 3), $(k/\delta)_{inc} = 0.20$, $(k/\delta)_{cr} = 0.40$, and $(k/\delta)_{eff} = 0.80$ are obtained.

Flight Design

Based on the results presented, the Trip 2c design was selected for the Mach 7 flight mainly based on the lack of entrained vorticity within the induced turbulence, without significant loss of transition enhancement. Although Trip 1 had a slight tripping efficiency advantage, especially at the higher Mach numbers, the persistent vortices are a concern for providing a nonuniform flowfield for the inlet, as well as localized hot spots for the closed cowl prior to test point. Also, the Trip 2c configuration was considered to be superior from a structural/thermal viewpoint because of the lack of a blunt face.

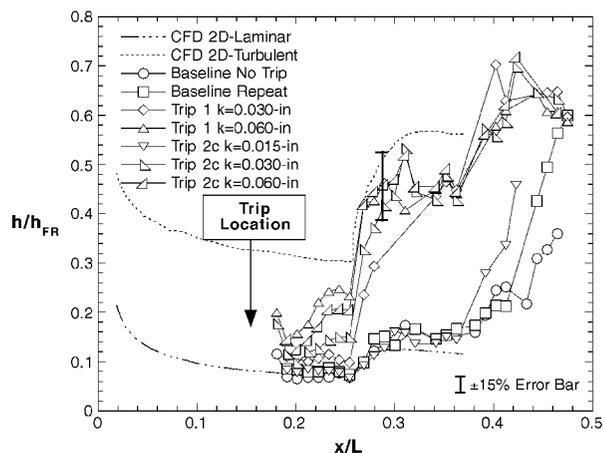


Fig. 20 Effect of trip height for Trips 1 and 2c on centerline heating profiles at Mach 7 in HYPULSE, $\alpha = 2$ deg, and $Re = 1.4 \times 10^6$ /ft.

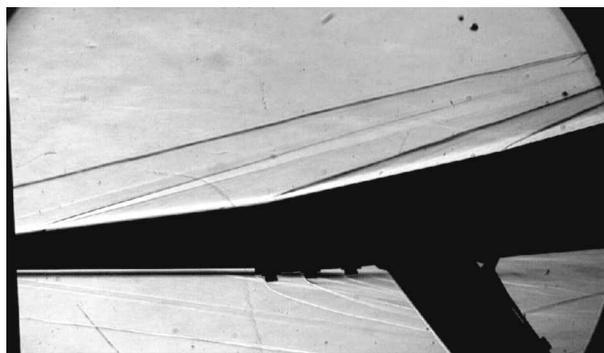


Fig. 21 Schlieren image at Mach 7 in HYPULSE with Trip 2c at $k = 0.030$ in., $\alpha = 2$ deg, and $Re = 1.4 \times 10^6$ /ft.

The thermal survivability during the flight of the integrated hardware (trips, vehicle, and engine) is of primary concern; hence, the trips and surrounding area were thermally assessed^{49,50} and found to be acceptable. Also, an assessment of the thermal impact of the latest trip design on the closed cowl has been obtained through test data obtained in the LaRC AFC^{5,6} and in the LENS facility.

To excite the first-mode instabilities, an edge Mach number of less than four is thought to be the best location for placement of the trips for transition enhancement.¹¹ Only the tests in the LaRC 20-Inch Mach 6 Air Tunnel satisfy this criterion. The HYPULSE test provided a $M_e = 4.2$ at the trip location, but the results suggest forced-transition enhancement similar to the 20-Inch Mach 6 trends. On the other hand, the LaRC 31-Inch Mach 10 Air Tunnel provided a $M_e = 4.4$ at the trip location, and an effective trip was not identified at a height within the boundary layer. Perhaps for $M_e = 4.5$ or greater, trips much larger than the boundary layer are required to force transition onset to the trip location. Because of manufacturing limitations, the flight trips are expected to be located at the same axial location for both the Mach 7 and 10 flight vehicles yielding edge Mach numbers of 3.5 and 4.5, respectively. Although confidence is high for adequate trip performance on the Mach 7 flight vehicle, the Mach 10 vehicle might require a relaxation of the requirement to trip the forebody flow close to the trip (to minimize the noise issue) and to force transition onset prior to the first ramp break (to reduce potential flow spillage). The alternative for the Mach 10 vehicle would be to investigate trips on the scale of the boundary layer or larger. Based on the current data, a $k/\delta = 0.6$ appears adequate to bring transition onset onto the first ramp for the Mach 7 vehicle.

Wall temperature effects are also an important consideration in interpreting the wind-tunnel results and making recommendations for flight. For the Mach 7 flight, the varying wall temperature over the tungsten-block first ramp and shuttle-like thermal protection system tiles on the second and third ramps provides wall-to-total temperature ratios T_w/T_t of roughly 0.26 and 0.39–0.52, respectively. The Mach 6, 10, and HYPULSE facilities provided relatively uniform

T_w/T_f of 0.55, 0.28, and 0.14, respectively, which more than covers the range expected in flight. The only region that is not covered is the carbon-carbon leading edge, which is expected to provide T_w/T_f near 0.7 in flight.

Natural transition results were not drastically affected by the different facilities or wall-to-total temperature ratios, which suggests that tunnel noise and wall temperature effects will not have a significant impact on scaling the selected trip design to flight. On the other hand, freestream Mach number provided a systematic change in the incipient, critical, and effective values of k/δ . Between Mach 6 and 7.3, there was an 8% increase in the incipient, critical, and effective values of k/δ . Between Mach 6 and 10, there was a 30% increase in the incipient and critical value of k/δ .

The current approach for scaling to flight is based on k/δ while including an assessment of the forebody boundary-layer thickness for expected variations of the vehicle trajectory, angle of attack, and wall temperature in flight. Current dispersions on the Mach 7 flight calls for $\alpha = 2 \text{ deg} \pm 1 \text{ deg}$ and wall temperatures between 1000 and 1500°R. A maximum and minimum boundary-layer thickness were computed from these dispersions and determined to be $\delta_{\max} = 0.205 \text{ in.}$ and $\delta_{\min} = 0.173 \text{ in.}$ A trip height of $k = 0.125 \text{ in.}$ provides an acceptable coverage of between 60–70% of the boundary layer. This range is deemed adequate to force transition in a reasonably short distance behind the trip,⁵¹ while not excessively enhancing the integrated closed-cowl heat load. Figure 22 provides a close-up photograph of the Trip 2c sized for flight and installed on a full-scale, prototype engine vehicle, which has been ground tested at the Mach number and enthalpy matching the Mach 7 flight with successful results.⁵² The instrumentation layout for the Mach 7 Hyper-X forebody is shown in Fig. 23, which will be used postflight to assess the forced-transition results. A successful flight will pro-

vide a unique opportunity to verify the trip design and the method by which the trip design was scaled to flight.

Conclusions

An experimental investigation of the boundary-layer trip effectiveness and the effect of the trips on the aeroheating characteristics for a 33% scale Hyper-X forebody model has been conducted in the 20-Inch Mach 6 Air Tunnel, the 31-Inch Mach 10 Air Tunnel, and the HYPULSE RST Tunnel at GASL. These facilities provided an adequate range of the Mach numbers, length Reynolds numbers, and enthalpies to allow proper duplication of Mach 7 flight conditions. Phosphor thermography and thin-film resistance gauges were used to provide heat-transfer distributions and transition onset locations for a variety of angles of attack and Reynolds numbers with discrete roughness elements, which included several trip configurations and heights. The aeroheating results were complemented with oil-flow images that provided details of the surface streamlines and schlieren images that provided shock structures. These results were used to select a final trip configuration and height for the Mach 7 flight vehicle.

Five trip configurations were screened, and the results indicated that all provided adequate transition enhancement. The final trip configuration was selected based on a minimization of entrained vorticity within the turbulent region and consideration of the thermal survivability of the trip. Facility noise, wall-to-total temperature ratios, and enthalpy effects did not significantly influence the results. Also, freestream Mach number did not seem to affect the natural transition results, but did have a systematic influence on the forced-transition results. An effective trip height to boundary-layer thickness ratio of 0.6 was selected to provide transition onset prior to the end of the first ramp for the Mach 7 flight. The final trip design was sized based on considerations of variations of the trajectory, angle of attack, and forebody temperature and resulted in a trip height of 0.125 in.

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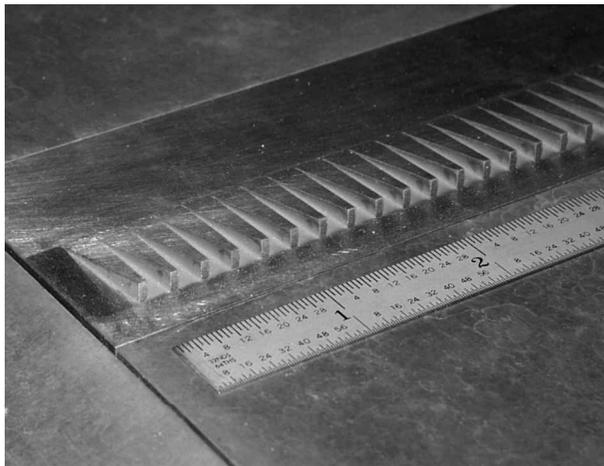


Fig. 22 Close-up photograph of proposed trip scaled for flight conditions.

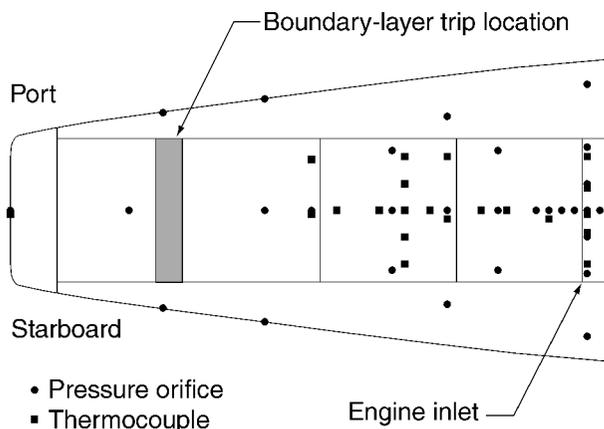


Fig. 23 Sketch of flight instrumentation for the Mach 7 vehicle forebody.

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